

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. The Northern State Steamship Company /Severnoye Gosudarstvennoye Morskoye Parokhodstvo---
SGMP/ was subordinate to the Ministry of the Merchant Fleet through the Chief Directorate
of the Northwestern Fleet [REDACTED]. The company's administration was in Arkhan-
gelsk, Ulitsa Pavlina Vinogradova. The director was General Director 3rd Class (MF)
Bakhvalov. Bakhvalov had three deputies whose names I do not recall. This steamship
company was one of Russia's oldest. It had been nationalized in February 1918 and follow-
ed the same pattern of reorganization as all other MF steamship companies. The Northern
State Steamship Company maintained freight and passenger transport lines in the North,
White, Barents, Kara, Laptev, E. Siberian, Chukchi, and Bering Seas and the Sea of Okhotsk.
Ports-of-call were as follows: Murmansk, Spitzbergen, Kandalaksha, Dudinka, Molotovsk, Nar-
yan-Mar, Vladivostok, and several factories located at the mouths of the Ob, Yenisey, Lena,
Indigirka, and Kolyma Rivers. In addition to the domestic lines, the company maintained
transport lines with some foreign ports, mainly in England (export of timber), Sweden and
Norway (imports of machinery and steel). The company's navigation period did not last
more than 5½ months annually, 15 May to the end of October.

2. Principal cargoes transported by the Northern Steamship Company were: timber and lumber,
coal from Pechora region to Murmansk and other ports for local use, food stuffs, fish
to Murmansk, machinery and equipment to the East, and construction material to almost all
Eastern ports. In addition to freight, the company carried large passenger transports con-
sisting mainly of slave labor camp inmates. The 1951 transport plan for the Northern
Steamship Company called for transport of 4,000,000 tons. I have no details of the plan.

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3. The administration of the Northern State Steamship Company was similar to that of the Baltic Steamship Company. However, there was no fourth deputy director and the number of administrative personnel was 25% less than that of the Baltic company.

4. The company's fleet consisted of about 120 vessels. The largest part of these were old steamships. Only about 30 vessels were diesel-powered. The steamships were mostly of the one-propeller type, equipped with steam engines of Compaud make provided with economizers. Boilers were of the Scotch type provided with steam overheaters of the Schmidt make, releasing steam pressures of 8 to 16 atmospheres. The over-heated steam had a temperature of 250 to 300 C. [REDACTED] following groups of ships belonging to the company:

a. Approximately 15 to 20 one-propeller freight steamships up to 3,500-ton displacement manufactured in 1927-1929 at the Baltiyskiy Zavod in Leningrad. They were equipped with steam engines, capacity of 900 hp, 120 rpm. They had two Scotch type boilers of 14 atm. steam pressure and over-heated steam temperature of 250 C. The speed of these ships was 12 mph. [REDACTED] the following ships of this group: VYATKA, KIROVOGRAD, YELETS, and VORONEZH. The last ship was quite famous in the USSR as a speed-record holder Tekhnicheskaya Skorost', and was often mentioned in various articles published in magazines and the newspaper Morskoy Flot, and even in Pravda.

b. Approximately 15 timber-transporting diesel ships with a displacement up to 4,000 tons. [REDACTED] 25X1C SEVZAPLES, DVINOLES, and KUZNETS LESOV.

c. Approximately 60 general freight steamships of various makes from 3,000 to 10,000 tons' displacement [REDACTED] the following ships belonging to this group: SERGEY KIROV, ROSHAL, MUDYUG, SELENGA, SURA, UNZHA, KHOZE DIAS, YUSHAR, LENA, LAKHTA, BUDENNYY, MIKHAIL KUTUZOV, ARKTIKA, and PAVLIN VINOGRADOV.

d. Approximately six to eight steam tugboats up to 800 HP. I know of the NORD and PURGA. All of these tugs were equipped with a steel ice-breaking belt, one meter wide and 10-20 mm. thick.

e. Approximately 15 diesel ships of various makes and types.

5. Because of specific operating conditions in the northern seas, such as ice conditions and the subsequent over-loading of engines, the average life of the company's diesel ships was short, usually not more than 12 to 15 years. Repair and maintenance was done at the following ship repair yards: Arkhangelskiy Ship Repair Yard, which belonged to GlavMorProm; and Zavod Krasnaya Kuznitsa in Arkhangelsk, located in the suburb of Solombala and also a GlavMorProm plant.

6. The Northern State Steamship Company had its own newspaper, Morskoy Sever, which was published in Arkhangelsk. It sold for 40 Kopeks and had a circulation of 3,000.

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